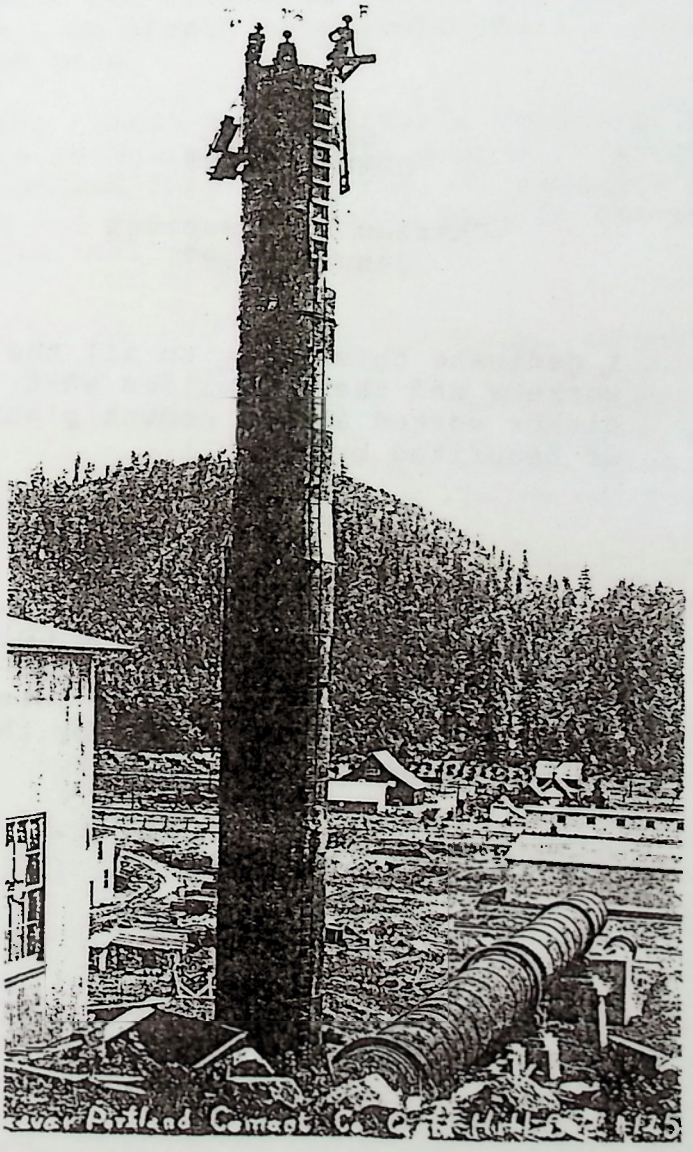
The Gold Hill



Cement Plant

THE
GOLD HILL
CEMENT PLANT

by

Charles E. Rosecrans

January 1997

I dedicate this story to all the workers and their families that either worked at the cement plant or benefited by it.

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Charles E Rosecrans

ACKNOWLEDGMENT

It took many years for me to get the courage to write this story. So many things have been forgotten, a lot about the ol' plant itself and many men and women who worked there. Many of these people will be left out of this story but not intentionally I assure you.

I would like to thank the following people for their gracious help. Without them I am afraid this story about a great era would eventually be gone.

Most of these people listed below actually worked at the cement plant. While interviewing these people it would shake up their old cobwebs and they would say, "I remember when ol' so and so did such and such". Of course some of the quotes cannot be printed in this story.

Ted Wharton
Evalyn Christensen Jones
Wilmer Bailey
Dale Smith
Lee Malone
Thelbert Wright
Catherine Hayes Rosecrans
Bruce Bennett
Jim Martin
Leo Rosecrans
Jim Rosecrans
George Kile
Delos Walker

Cement History

The ancient Egyptians, Assyrians, the Greeks and Romans all used rudimentary mixtures of ground limestone and clay(cement), in their architecture as a bonding agent. Romans called limestone mortar"caementum," which meant rough marble chips. Mixed with water and hardened , it ended up "grown together", or "concretus."

This common mixture stayed virtually the same until 1824 when a bricklayer and mason in England named Joseph Aspidin patened a formula which he perfected for a cement using limestone, shale , silica and iron ore. The finished product looked similar to the man's favorite stone which was Quarried on the Isle of Portland. This type of cement is the most common type of bonding agent used today. When Portland cement is mixed with water and various aggregates, such as sand, gravel and other additives, concrete is formed.

(Courtesy of California Builder and Engineer Magazine,(CB&E), Loren Faulkner, Editor).

PREFACE

Gold Hill was built mainly by gold mining, farming and the fruit industry. There was several hard rock mines plus many placer mines, from gold panning to huge hydraulic mines. The Chinese people even worked the mines. Eventually all the easy gold had disappeared and that is about the time the Beaver Portland Cement Plant started,about 1913, as near as I can find out from the remaining old timers that still linger around these parts.

The Carpenter family built the cement plant with stockholder money. They were told there would be plenty of limestone right here at Gold Hill to support a cement plant.

But not so, the limestone was of poor quality and not nearly enough, but the site would furnish the shale to make cement.

The next site for limestone would be about two miles away to a place called Zatcher. There would eventually be five open pit mines on the hill. Double tramways were built to take the rock down the hill. The full one going down would pull the empty one up. The rock was dumped into a bunker and then shiped by railroad to the plant at Gold Hill. There was also bunkhouses and a cookshack provided for the workers.

Eventually the Zatcher site failed to supply enough good lime so it too was abandoned.

To get adequate supply of limestone they turned to Marble Mountain several miles SW of Grants Pass. By using the C and OC railroad and by adding more track they reached the mining site. Cement Plant maintained the railroad between Marble Mountain and Grants Pass over the Applegate river bridge and the Rogue river bridge. Floods would sometimes damage a bridge now and then. Derailments were also quite common, making cement was quite a task!

Ten rail cars were shipped daily,except week ends. The rock from Marble Mountain ran about 98% lime and was crushed to 3" delivered to Gold Hill.

Only about 25% of the needed material was mined from the shale pit at Gold Hill.People now look at the large scar on the hill and think what a blight on such a beautiful little town. I wonder what they would have thought if they had seen ½" of cement dust on some of the houses in town? Also Wilmer Bailey would shoot plenty of dynamite to loosen the rock at the shale pit to help in the process of making cement, and many of the natives can still hear the echoes of the old kiln gun that was fired to break up the large chunks of clinkers so as not to plug the cooler.

But this was the way people made a living and raised their families. They loved their little town.

In the late '40's a dust collector was installed. This changed many things. Cars began to show their true colors, houses got new roofs and people began breathing fresh air. Property values began to soar and many new faces arrived to enjoy our area. The cement plant furnished cement to help build Camp White, (now White City), and when you drive through Gold Hill you will notice that when the main street was widened it was done with cement from the Gold Hill cement plant. In the late '60's the old cement plant met it's demise. It was too costly to haul rock from Marble Mountain and let's face it the old plant was getting pretty tired.

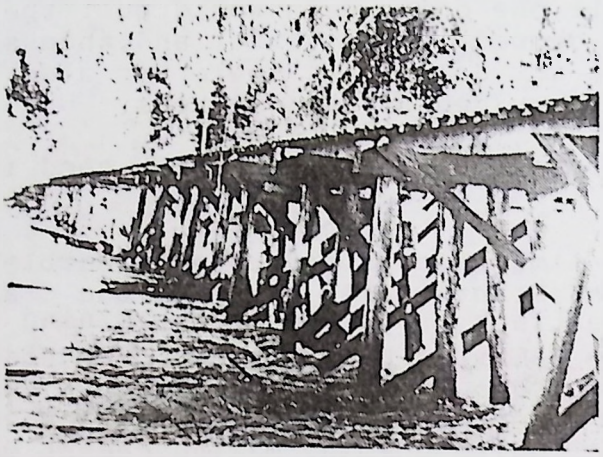
It was the end of an era.

The plant had three different names:

The Beaver Portland Cement Plant

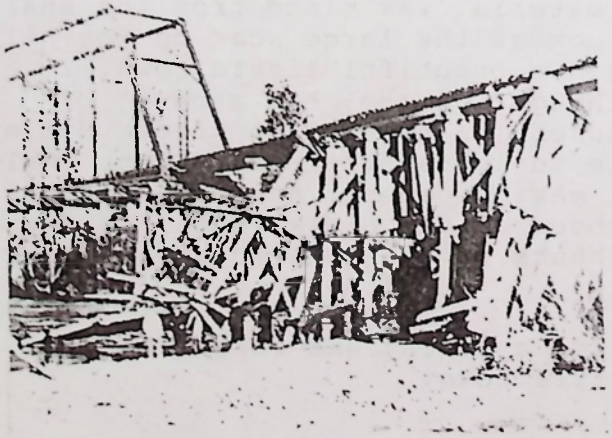
The Pacific Portland Cement Plant

The Ideal Cement Plant



Damaged bridge across Applegate River near Wilderville. Marble Mtn. spur of S.P. during flood of 1953

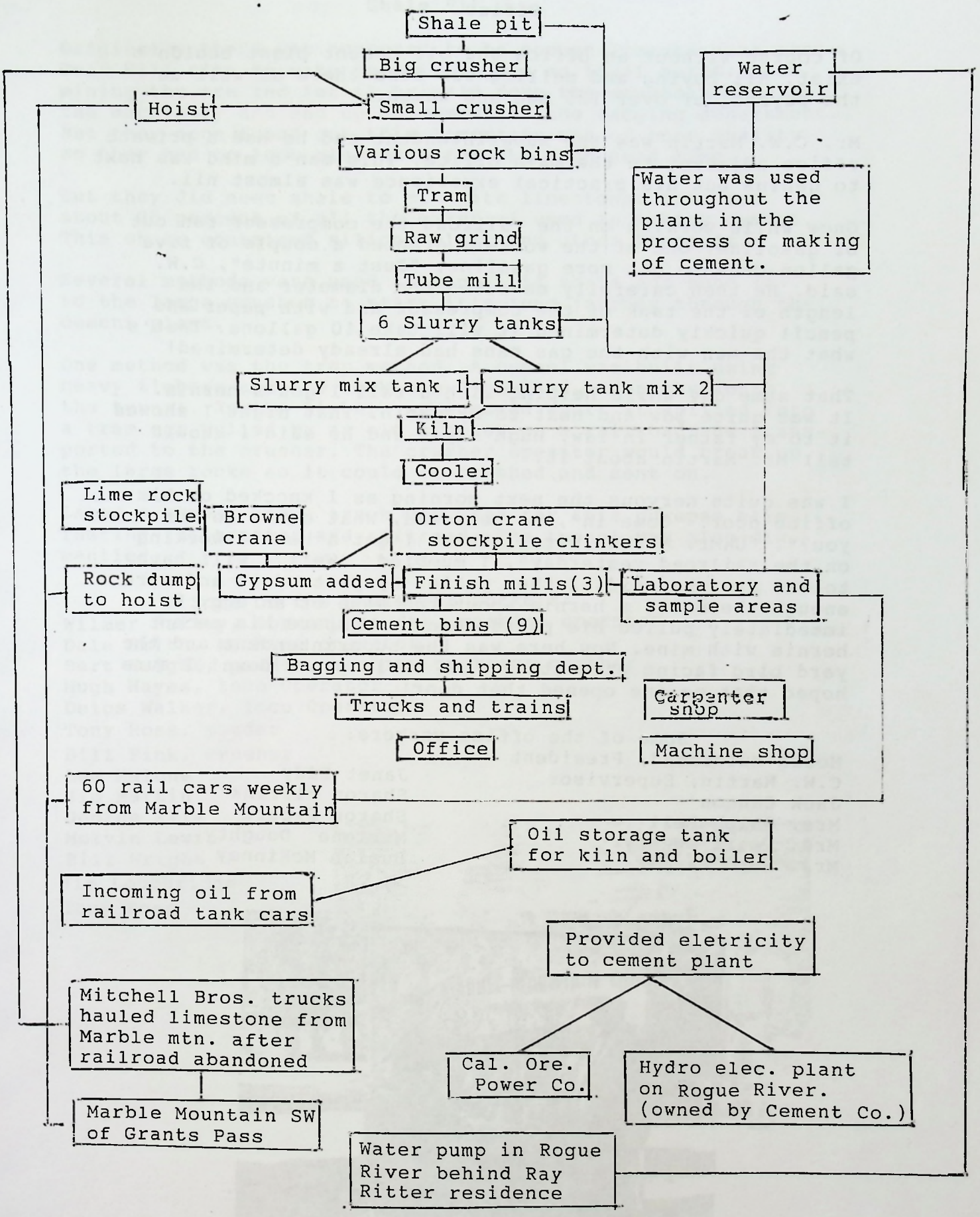
Courtesy Ray Ritter
GHHS-223 (87.2.75)



Flood Damaged bridge across the Rogue River at Grants Pass on Marble Mtn. spur line of S.P. leased by Beaver Portland Cement Co. Old California & Oregon Coast R.R.

Courtesy Ray Ritter
GHHS-238 (87.2.33)

Schematic of Gold Hill cement plant



Office

Of course without an office the old cement plant couldn"t exist. All buying and selling was done there as well as the payroll of over 125 men and women.

Mr. C.W. Martin was the superintendent and he had a private office adjacent to the main office. This man's mind was next to genius but his practical experience was almost nil.

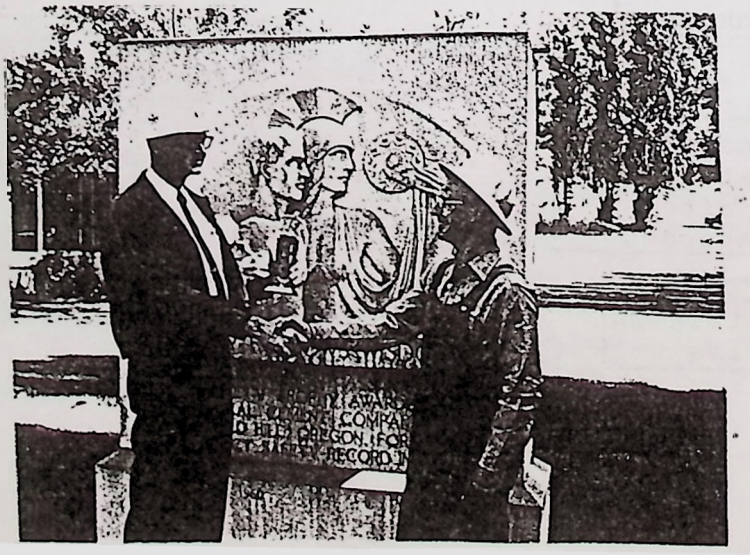
Once while working on the railroad the compressor ran out of gasoline. One of the workers grabbed a couple of five gallon cans to get more gasoline. "Just a minute", C.W. said. He then carefully measured the diameter and the length of the tank of the compressor and with paper and pencil quickly determined it will take 10 gallons. That's what the man with the gas cans had already determined!

That same day while helping with a rail I got a hernia. It was quite low and next to my groin. That night I showed it to my father in law, Hugh Hayes and he said I should tell Mr. Martin about it.

I was quite nervous the next morning as I knocked on his office door. "Come in", he bellowed, What can I do for you?". "UhMr. Martin,sir, I think I got a hernia working on the railroad yesterday", I mumbled. "Well I will have to see it", he said. I then pulled my pants down and sure enough there was a hernia about the size of an egg. He immediately pulled his pants down to compare his recent hernia with mine. Now here was the superintendent and the yard bird facing each other with their pants down! I sure hoped that no one opened that door!

Some of the office workers:

Moose Muierhead, President
C.W. Martin, Supervisor
Jack Cannon
Mrs. Ralph Bell
Mrs. Pearl Gweedy
Mrs. Ruth Harper
Janet Eddy
Sharon Elfrink
Sharon Picard
Marlene Doughty
Buelah McKinney



Shale Pit

Originally there was supposed to be enough limestone at the Gold Hill site to make cement. It was an ideal setup, with mining the ore and let it trickle down the mountain through the machinery and end up as cement in the bagging department. But they soon found out this limestone was of poor quality so they had to look elsewhere for the much need lime.

But they did need shale to mix with limestone. This was about 25 percent of all the material used in making cement. This shale contained silica, clay, and other minerals.

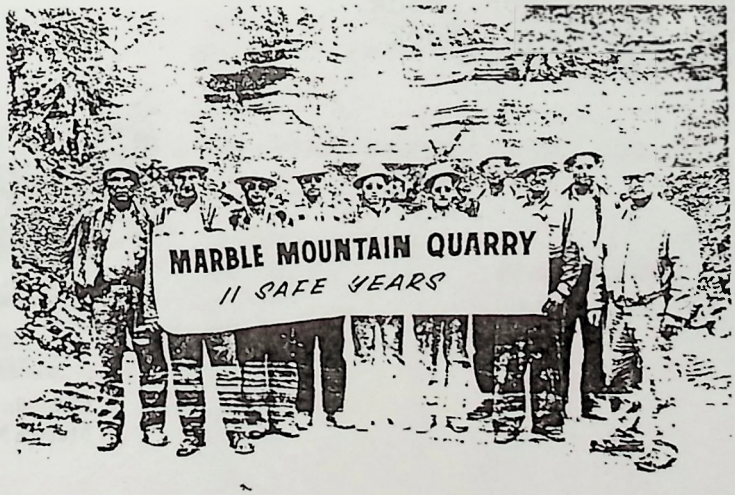
Several methods were used to mine this shale and send it to the large crusher to start it's long journey through the cement plant.

One method was the trap method. A tunnel was built using heavy timbers and the rock was dynamited and pushed onto the tunnel. As the timbers were moved apart it spilled into a tram car pulled by an old tractor on a railroad and transported to the crusher. The crusher operator would break up the large rocks so it could be crushed and sent on.

Later a shovel and a truck was used for this puropse eliminating the tractor and railroad. The tunnel was also dismantled.

Some of the Shale Pit workers:

Wilmer Bailey, forman, powder, machine operator
Dale Smith, machine operator
Bert Wright, powder, machine operator,crusher
Hugh Hayes, loco Operator
Delos Walker, loco Operator
Tony Ross, powder
Bill Fink, Crusher
Lee Malone
Jim Martin
George KIle
Melvin Lewis
Bill Wright
Jim Loughridge
Tony Ross



Lime Rock and the Browne Crane

Lime rock was shipped by rail from Marble Mountain to the cement plant at Gold Hill. From Grants Pass to Marble Mountain the railroad was maintained by the cement company. Ten gondola cars was shipped daily except weekends. Seven cars would be used daily and the other three would be bailed out by the Browne Crane. The cars would be dumped by the rock crew through the rails into a bin and loaded into a tram car and hoisted to the top of the hill and then it began it's journey though the small crusher and so on until it became cement.

In later years the railroad , the rock crew, and the hoist would be abandoned and the rock would be hauled and delivered to the shale pit area by the Mitchell Brothers trucks.

Sometimes there would be quite a stack of rock along the railroad but it was used for weekends and breakdowns.

The Browne Crane would reload these cars when needed and the rock crew would send them up the hill by the tram and the hoist. This crane also bailed out the gypsum that came from Nevada by railroad.

Some of the workers:

Dick Robinson, crane
Elmer Dungey, crane
Alva Cook, hoist
Hugh Hayes, hoist
Charlie Rosecrans, hoist
Doug Cameron, hoist
Clint Walker, hoist
Jim Rosecrans,rock
Jack Hendrickson,rock
Don Dusenberry, rock
Jim Martin, rock
Terry Clement, rock
Frank Williamson, rock
Roland Washburn, rock
Bert Wright, rock

Gondola cars unloading lime rock from Marble Mtn. at Beaver/Portland cement

Rock Bins and Tram

This building was on stilts with tram rails underneath and at least a dozen bins overhead. The bins contained different grades of shale and lime rock. The tram operator, with orders from the lab, would load his tram car from the bins and then push it down the tracks and dump it into the chute to feed the Raw Grind. This required a lot of rock to keep that 'ol mill happy!

One particular time an operator stopped his loaded tram car at the woodpile to pick up some slab wood for his stove in his shack. He forgot to take the slab wood off before he dumped the tram car.He then dumped his next load on top of the slab wood. As the wood worked it's way down the chute it eventually plugged the hole that fed the Raw Grind. This caused a two hour shutdown as the workers burned the wood out with a torch.

Some of the workers in this dept:

Dinky Dungey
Ben Fulton
Charlie Rosecrans
Jim Rosecrans
Earl Renson
Jim Martin
Art MaCann
Art Gascon

Raw Grind and Tube Mill

By gravity the rock mixture slid down from the tram car and through a narrow chute directly into the Raw Grind. This ball mill ground the rock and discharged it over the hummer screen. The fine rock that went through the screen was mixed with water to form a slurry and sent into the Tube Mill for more grinding and mixing. The course rock that did not go through the screen was returned to the Raw Grind for more grinding.

Occasionally a hole would wear through the screen and if the operator didn't find it right away it sure caused a lot of problems.

The slurry from the Tube Mill was then pumped into one of the six slurry holding tanks.

Some of the workers in this dept:

"Pop" Ross	Earl Pankey	Joe Pankey
George Tulare	Tom Smith	Neil Robbins
Charlie Rosecrans	Mike Tepovic	

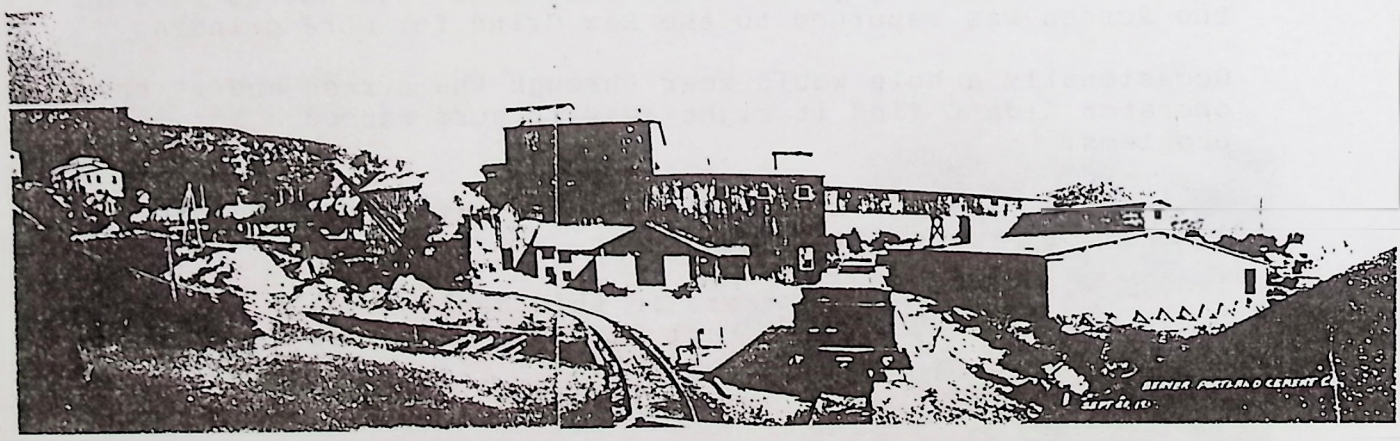
Slurry

The Slurry department consisted of 6 large tanks about 10' in diameter and 30' high. Each was tested by the lab to determine the percent of lime and shale. They always varied. In order to get the percent of lime they wanted,(about 75%), drops would be made from various tanks to the two mixing tanks with paddles. To maintain these paddles bearings were made of iron wood and placed under the main stem of the paddles. Any other type of bearing would soon wear out due to the "wet sandpaper" effect of the slurry. These huge paddles would constantly mix the slurry to the proper consistency. Air was also pumped into the bottom of these tanks to help with the mixing process.

When the slurry was properly mixed and again checked by the lab it was then pumped into the kiln,one tank at a time. When one tank was empty the slurry operator would change to the other tank and the empty tank would be filled again, a continuing process.

Some of the workers in this dept:

Ben Fulton
Lee Cook
Joe Pankey
Earl Pankey
Charlie Rosecrans
Arron Smith
John Garrison
Jim Law
Jim Martin
Loren Simmons
Albert Shelly



Kiln

This was a fascinating piece of machinery. It was the beginning of transforming lime and shale into cement. This kiln was 200' long and at the stack end more than 8' in diameter. At the burner end, this is where the operator stayed, it was about 12' in diameter with the taper about 1/3 up from the large end.

The slurry from one of the mixed tanks was pumped directly into the stack end. Chains inside the kiln acted as a drying process by lifting the slurry mud and as the kiln was being rotated it sorta "hung the slurry out to dry". In later years they added a dust collector to the stack consisting of electrodes to catch the excess dust and this dust would be pushed with a bulldozer into a waste pile. In later years this dust would be sold for fertilizer, although some of it is still there.

Before the dust collector was installed most of the dust settled on houses, cars and everything standing still! Some houses had at least ½" of dust on them, depending on the direction of the wind. Property in Gold Hill was almost worthless unless you worked at the cement plant or had a business in Gold Hill.

The large end of the kiln was the burner end. The entire kiln was operated by one man. He controlled the speed or rotation. The more revolutions the more slurry entered at the upper end. It took 1½ hours for the slurry to enter at the upper end and exit at the lower end as clinkers.

Crude oil was used to fire this kiln, later it was changed to propane. A good shift would be to get 240 revolutions per hour and burning about 11 gallons of crude oil per minute. The operator kept constant vigil on the equipment, not only the kiln but also the boiler which was used entirely to heat the crude oil, from the rail cars to the oil reservoir and back to the kiln and boiler.

The crude oil was heated to 170 degrees and pumped into the kiln through a small nozzle at 120 pounds of pressure along with a cold air fan and a hot air fan. This hot fan sucked the hot air from the cooler and blew it back into the kiln. With welding goggles the operator could see into the burning zone about 20'. There he watched the "load"and kept it at bay with the throttle and the speed of the kiln. It was a very responsible job.

Actually this was the beginning of cement. All or most of the lime was burned out leaving small lumps or clinkers the size of walnuts down to dust.

At the taper part of the kiln a large ring would build up and eventually fall in causing large chunks to move towards the burner end. The operator would shoot these chunks with a kiln gun, a gun consisting of an 8 guage shot shell with a solid lead slug. These shots could be heard all over Gold Hill, day and night. The residents didn't seem to mind.

The burner end was lined with bricks to withstand the estimated temperature of 2800 degrees. There was no thermometer at the burner end but the stack end did, this was usually about 800 degrees. These bricks were 9" thick and formed to fit the curvature of the kiln. Some bricks, depending on many things, such as the operator, the slurry. the type of brick used and many other things , would last as much as 4 to 5 months.

One time I remember they tried a new cheaper brick and they burned out in two weeks! Testing of the bricks was to drag a broom on the outside of the kiln and if the broom caught fire the bricks were ready to be replaced. The operator was responsible for keeping the bricks coated with the lime,(slurry), as it passed through the kiln.

New bricks were installed by putting in the lower half of the kiln and then with large timbers and screw jacks these bricks would be held in place and the kiln would be rotated ½ turn and then the rest of the brucks would be installed. To tighten them even more stainless steel plates were driven wherever possible then the jacks and timbers were removed.

Firing up the kiln with new bricks was quite a process. The fire was started with a large swab doused in gasoline and oil and tied to a long rod and after lighting it would be placed in front of the nozzle until the crude oil would ignite. The kiln was then rotated and the slurry entered the upper end. By then the operator would have the new bricks hot enough for the heated slurry to stick.

The first dry slurry would stick to the bricks and a coating of 3 to 4 inches would build up, thus protecting the bricks. Without the coating the bricks would burn out very quickly. This was a big responsibility for the operator. Usually one of oldest operators would do the first firing and get the bricks coated. He would be lucky to achieve this in one shift, most times he would stay over a few hours to help the new operator.

Some of the workers in this dept:

Gus Erickson
Peanuts Miller
Ken Palmer
Leroy Cameron
Charlie Rosecrans
Harry Foley
Barney Kellog
Lee Malone
Dick Ferguson
Lennie Gascon
Theron Bowen
Herb Mang
Fred Herrington

Cooler

The clinkers from the kiln spilled down about 10' to the endless cooler chain. This chain was made of manganese steel to withstand the heat. It moved quite slowly through a covered tunnel and was exposed only a short distance so the operator could break chunks that may have dropped from the kiln. This chain, about 18" wide, would then take the clinkers on the return trip and dump them into the pit outside the building. The heat from the clinkers in the tunnel was returned to the kiln by a separate fan. Efficiency?

The cooler operator would have to "rake down" the chute from the kiln about every ½ hour to keep from getting a build up on the spillway. This was a very hot job.

Some of the workers in this dept:

Jess Durkey
Fred Baker
Herb Mang
Charlie Rosecrans
Doc Rosecrans
Lee Malone
Merle Lewis
Vaughn Quackenbush
Jim Chaplin
Logan Gardener
Theron Bowen
Homer Gann
Frank Mathews
Allen Reed
Chet Foley

GHHS-237 (87.2.82)

Orton Crane

The Orton crane was a steam powered crane mounted on a track about 25 feet long. This would allow the operator to bail the clinkers out of the pit and also traverse enough to fill the bins with the weathered clinkers and also fill the gypsum bin.

I operated this old steam crane a few shifts and on a cold night you could se steam leaking out everywhere. It took 90 pounds of steam pressure just to lift the empty bucket so to fully operate this old crane you would have to have at least 140 pounds of pressure. You had to keep constant vigil on the water tank and the oil tank. Not an easy task for an 18 year old boy.

This old crane finally gave up and was replaced by another, and it to was replaced.

Some of the crane operators:

Elmer Dungey
Mike Tepovic
Dick Robinson
Charlie Rosecrans
Norman Bailey
Leo Rosecrans
Alva Cook
Clyde Williams
Lester Dusenberry
George Johnson
Frank Williamson

Clinker Department

The clinkers gravity fell from the bin and went through a small crusher and then onto a conveyor belt into tanks above the Finish Mills.

Some of the operators in this dept.

Bozy Tepovic Al Gascon Jes Durkey

Finish Mills

Number one mill was the largest. It was 10' in diameter and 25' long powered by a 500 hp electric motor. All 3 mills were of the ball type. (later there was another mill added but I am not familiar with that one). Starting the number one was quite a process. There was a brake around the outside of this motor which was in a released position during the starting procedure. When the outside of the motor got up to speed the brake was slowly applied until the mill began to turn, by applying more brake thus stopping the outside of the motor the inside,(rotor), would now begin running at normal speed turning the mill. This large motor always fascinated me.

Gypsum was fed into number one mill only and would mix with cement from the other mills as it travelled on to the cement bins. Gypsum was induced only as an agent for uniform setting time of 2 hours and 40 minutes.

All three mills discharged the cement into underfloor conveyors covered with metal plates. Once when I crossed one of these plates it slipped catching my foot between the plate and the wall. After a long struggle I was able to free my foot. I am still very thankful to still have my foot and my life.

These conveyors dumped the cement into a pit and then lifted by a bucket elevator to the cross screw, so named because it conveyed the cement across the railroad tracks to the cement bins. A screw conveyor moved the cement along over the top of the cement bins until it fell though the holes to the designated bin.

If sales dropped off or if the bricks had to be replaced in the kiln the plant would shut down for much needed repairs.

When all departments worked as designed the maximum output of the cement plant was 2,000 bbls. per 24 hour shift. (a bbl. would be 4 sacks of cement).

Some of the workers in this dept:

Delos Walker
Tom Smith
Bill Wright
Bill Force
Shorty Martin
Jim Martin
Charlie Rosecrans
Doc Rosecrans
Jim Clement
Fred Baker
"Heavy" Jourette
Stan Dresback
Lee Marsden,jr.
Tom Robinson
Hal Norris
Theron Bowen
Harold Gardner
Clyde Williams
Louie Springman

Bagging and Shipping Dept.

It took five men to run the bagging department. One man operated the drag line that pulled the cement from the bins into a conveyor which propelled it into a huge tank above the packer. This packer was quite unique. It had three spouts which a bag would be attached to each one and when they weighed exactly 94 pounds the operator would pull that sack off and it landed on the conveyor belt. He would then place a new sack in it's place on the empty spout. A good packer could fill 20 sacks or more in one minute. One man would operate the packer that filled the bags while the other two loaded the rail cars or by reversing the conveyor belt they loaded the sacked cement onto trucks. When loading rail cars one man took the bagged cement off the conveyor and stacked them ten high on a hand truck. The other man had to wheel them into position in the rail car. Of course he needed help from the loader to get started as a loaded hand truck weighed ½ ton!

The large rail cars took 1320 bags and the smaller cars 1280 bags. Generally a car could be loaded in 1 hour, that is barring any breakdowns. These men made very good money but they certainly earned it. I remember one big husky man tried for a short while and quit. He didn't even pick up his time. There was dust masks furnished but few ever wore them.It was hard to breathe with them on when working so hard. To do this work you had to be in good shape and determined.

Cloth bags were used before the paper ones. They were returned, cleaned and patched and tied with a wire twist tie by the "sack buck". To clean these cloth bags they were put in a large "squirrel cage" apparatus that tumbled the bags and was enclosed in a room by itself. This wheel was about 10 feet in diameter and about 8 feet wide. The flooring was of 2x4 lumber spaced a couple of inches apart. After filling it with the empty bags the door would be closed and the "cage" was rotated slowly by an electric motor. There was also a large fan that sucked the cement dust out as it tumbled the bags.

Some of the workers in this dept:

Chris Christensen,forman
Ralph Bornaman
Frank Dailey
Roy Eskew
Ed Bales
Bruce Bennett
Charlie Rosecrans
Carl Boye
Lee Marsden,jr
Jim Rosecrans
Frank Tygart
George Dorman
Roy Petersen
Sam Jones
Bill Sacket
Bill Delgato
Roy Centers
Terry Clement
Al Gascon
Bill Ferguson
Ivan Smith
George Smith
Don Dusenberry
Bert Wright
Doc Rosecrans

Laboratory

The lab was the heart of the cement plant. Samples were taken from the raw lime rock all the way through the milling process and finally to the finished cement.

In the final testing they made a small brick about six inches long and shaped like a figure 8 made with cement and sand. After the brick cured it was placed in a stress machine and actually pulled apart. When the brick snapped the machine registered the amount of stress for that sample.

They also made a "pancake" with only cement and water, this was about ½" thick and feathered down to a thin edge. They were very gently slipped into water to cure. These cakes were tested at intervals for setting time. (This was the purpose of the gypsum that was induced into the #1 mill). They were set in a small machine and a guided weight was dropped on it and if there was no dent made by the weight the cement was cured. Ideal setting time was 2 hours and 40 minutes. There is a lot of work to making cement.

Another test was for fineness. A stack of four canisters with various sizes of screens in the bottom of them and stacked one on top of the other with the course one on top and the finest one on the bottom. Cement was then put into the top one and then the entire stack put into a shaker machine. The lab technician could tell just how the finish mills were doing. Ideally cement would be ground to a 200 fine, (that means cement should be fine enough to go through a screen of 200 holes per square inch). This would be about the same as flour.

Some of the workers in this dept:

Lee Marsden,sr.
Earl Cook
Ray Ritter
Cleo Gilchrist
John Chisum
Asil Walker
Kendal Dufur
Charlie Rosecrans
Maux Schmitt
Bud Smith
Marvin McDole
Adelbert Taylor

Machine Shop

About ten men worked in and about the machine shop. There was three men that operated the machines and one oiler and clean up man. The rest of the men were repair men that worked on equipment all over the plant.

The shop building was about 100 feet long and 50 feet wide. It had a shaft almost the full length of the building which supplied the power to most of the machines. There was three lathes, a planer, trip hammer, forge, a large press,(made in Ashland), and many other tools. I always believed these machinists could build almost anything.

Very few of the parts could be bought so it was a constant repair to keep the old plant operating. One lathe was large enough to reface railroad wheels to take the flat spots out. One wall of the shop near the forge was lined with dozens of tongs used to hold the hot irons when doing the forging. These old tongs would be worth many dollars today.

Some of the workers in this dept:

Frank Carter, machinist
Paul Thompson, machinist
Floyd Lance, machinist
Clyde Kell, oiler and clean up
Bob Cook, Forge
Delos Walker, Forge helper
Charlie Carter, Forge
Hugh Hayes,Repair, kiln oil, water
John Hangas, kiln greaser,kiln oil
John Feorri, kiln greaser, kiln oil
Wilmer Bailey,repair, welder
Jim Martin, repair, welder
Garald Robbins, repair, welder
Harry Foley, repair, welder
Harold Bowen, repair, welder
Thelbert Wright, repair, welder
Leo Rosecrans, repair, welder
Joe Blair, machinist
Frenchie Minier, machinist
Roy Eskew, repair, welder
Les Parker, repair,bricks
Lou Lingren, repair, bricks
Les Walker, repair, welder
Clyde Walker, repair
Johnny Edington, repair
Al Gascon, repair
Art Gascon, repair
Leo Walker, repair
Shorty O'Brian, repair
George Hoeft, repair
Leon Wise, repair
Sy Fleming,repair
Herb Mang, repair
Ivan Smith, repair

Electric Shop

Sometimes the electrical parts of the plant would work just great for a week or two. Then it seems motors had to be repaired or replaced. Most of the wiring and switches were original or came over on tne Mayflower.

One of the main jobs of the electrician was to use as much of their own company power generated by their power plant located on the Rogue River about ½ mile above Gold Hill.

Another very important job was to start the number one finish mill. There was nine things to do to start that mill and they had to be done in exact sequence with split second timing. Any mistake and the whole process had to be started over. There seemed to be more turnover of personal in the Finish Mill department than the Electric Shop so it took fewer people to learn to start this motor.

Some of the workers in this dept:

Clarance Cook
Peanuts Miller
Alva Cook
Fred Eddings
Bert Wright
Leo Rosecrans
Ed Prefountain
Don Dusenberry
Les Ettinger

Truck Dept.

Most of the trucks were Fords with the small "85" engines. These had to be wound up pretty tight to pull those heavy loads up Blackwell Hill, Hayes Hill, the Siskiyous, and the Sexton Mountain. Of course there was no freeway then and the roads were very steep and winding. Consequently the engines had to be rebuilt often. It kept the mechanics busy. The latest truck was a new Auto Car. This was Roy Centers truck and no one else drove it. It had it's problems but stood up better than the Fords.

Some of the workers in this dept:

Joe Lewis, foreman, mechanic
Harold Gist, mechanic
Doc Rosecrans, driver
Lester Dusenberry, driver
Clyde Kell, driver
Don Sweeny,mechanic
Roy Centers, driver
Mike VanHouten,driver
Sonny Hendrickson, driver
Bill Betts, driver

Carpenter Shop

After many years the carpenters finally got their own shop. It was not very elaborate but it served the purpose. It seems there was always repairs to be made as the old plant had a lot of seniority. One of the greatest things they did was to add a room to the kiln department.This gave the operators a rest room and a place to cool off and to get some fresh air. They also raised the crown of the roof over the kiln room, this allowed some more ventilation, a God send indeed! In later years they built a much needed shower and locker building for all the workers.

Some of the workers in this dept:

Al Gweedy, Carpenter	Don Ferguson, Carpenter
Leo Rosecrans, Helper	Jim Rosecrans, Helper
Bill feilds, Helper	Sid Anderson,Helper
Bert Wright, Carpenter	"Sqeaky" Stan Dresback

Yard Crew

This is where most people hired out. They helped wherever they could like bricking the kiln, helping with the water pump in the river, cleaning the yard,etc. It seemed like whenever they were really needed they just couldn't be found.

When an operator of one of the departments would quit,(no one ever got fired), then his job would be put up for bid. Sometime if the job happened to be more desirable it could cause a "chain reaction" and rearrange people in several departments. Finally there would be an opening for a "yard bird" and if qualified the senior man got that job.

It would be impossible to list all the workers that worked as the Yard Crew, as I said before that is where most people started.

The Hydro Electric Plant

The cement plant decided they could save money if they had their own power plant. After a couple of years in the courts they were issued a licence to build the hydro electric plant. However it was only to be used for the cement plant. (This caused more trouble in later years).The plant was built up river about a mile above the city of Gold Hill. At the time it had the most modern generators.

It did not generate enough electricity for the entire plant so they still had to buy power from The Ca. Ore.Power Co.

High water caused problems with this power plant. The flood water that bypassed the generators also backed up the tail race so that the generators could not operate. Of course in the summer time there was not enough water and in the winter ice would freeze on the turbines.

The hydro plant is still there but by law it cannot be used to generate electricity, what a shame. It is in a state of disrepair and getting worse by the day.

Some of the workers at this plant:

Kenny Lamb	Ralph Hixon
Howard Wilson	Alva Wright

The Management:

"Moose" Muirhead,President
C.W. Martin, Supervisor
Vern Lugnet, Day Foreman
Earl Moore, Day Foreman,Hiring
Merrit Davis, Night Foreman
Fred Lewis, Night Foreman
Charlie Herman, Night Foreman
Bud Smith, Night Foreman
Joe Lewis, Truck and Garage Foreman
Wilmer Bailey, Shale Pit Foreman
Chris Christensen, Bagging Room Foreman
Frank Carter, Shop Foreman

Frank Sutcliffe, Plant Manager

"Boys will be boys"

Every day in the bagging department at lunch time, I won't mention any names here, a certain man would brag continually about how nice his lunch was. His wife would go out of her way to make his sandwiches just right. Well so did the other wives but these guys just ate their lunch. After a couple of weeks of the noon conversation being overwhelmed by this one man someone got an idea. He went up to the Finish Mill department and got some "brick grease". It had the color and consistency of cheese. That day it was substituted for the cheese in this guys sandwich, Lunch time same old story, well that is until he took a bite of that "cheese sandwich. He got so mad he sorta went out of control so the rest of the guys grabbed him and put him in the "squirrel cage" and turned it on.(refer to page 12). This turned just fast enough so he couldn't walk but had to sorta dog trot. He stayed mad for quite awhile then began quieting down and eventually begging to get out. He even promised to be quiet during lunch time if they would only let him out! This was so much fun it got to be weekly entertainment, anyone could be the victim. Luckily I never was put in that squirrel cage.

Wilmer Bailey had just finished loading a large boulder with dynamite atthe shale pit and was getting ready to light the fuse. By coincidence Delos Walker was operating the Finish Mills when he decided to go outside and get some fresh air and some relief from the noise. So he took a short walk out back n ear the railroad tracks. Wilmer yelled "FIRE IN THE HOLE" and lit the fuse. One of the other guys ran over to the boulder with the dynamite in it and sat a rock about the size of your head on top of it. Wilmer yelled at him but it was too late to run back and remove the smaller rock."BANG", That smaller rock travelled though the air some 500 yards in a huge arc and missed Delos by just a few inches!!

Earl Moore needed his Yard Crew real bad one day and looked everywhere for them, all the regular hiding places, but to no avail. As he was looking behind the cement bins he just happened to notice a foot hanging over the edge of the roof. It was one of those nice warm Spring days and I guess they just needed a rest.

The covered cross screw that conveyed the cement to the bins had a small hole in the sidewall housing . This hole spit out a very small amount of cement every time the screw inside made a revolution. This would make a sample every hour for the lab to check for fineness and the right amount of gypsum. Occasionally the tiny hole would plug. The operator would use a small stick to open it again. Fred Baker was running this department one night and noticed the hole was plugged. He could not find a stick so he thought he could time the rotation of of the conveyor screw inside and open the hole with a quick push of the finger, he couldn't, the screw cut off the tip of his middle finger!What a dumb trick!!

Rats and mice were everywhere at night and Merrit Davis, night foreman, would shoot these with 22 shot shells or a pump BB gun. I asked him one time if his BB gun shot straight, I was aiming at the light that hung over the end of the cooler chain. "That's too far but it does shoot a little to the right and a little low",he said. I shifted the sights with a little "Kentucky" windage and pulled the trigger,breaking the light. I quickly gave him the gun and took off running. I can't remember what he said but I'm sure it wasn't very nice.

Leo Rosecrans was helping Al Gweedy, the carpenter, build a water guage at the new Hydro Plant. Leo had just started as a helper and Al had marked a board and handed it to Leo and told him to saw it. Leo, always aiming to please, cut the board exactly on the line and took it back to Al. "Damn it Bub, you've ruined it. You are supposed to leave the line!"

Jim Clement came on shift to relieve me on the Finish Mills. He was a good man and would always be there early, not only to discuss the mills but to chatter a bit. After several days Jim asked me when I did the greasing. I said that "Heavy", the other oprerator that worked between Jim and I, said that you and he got together and decided to grease when you came on shift. Well he said he told me to grease just before I left. We looked at each other for a moment and decided that "Heavy" didn't grease at all!

There were two major accidents while I worked there. Carl Boye got his foot almost cut off (he eventually lost it),when it slipped through the grate that covered the conveyor screw that carried the cement from the bins to the packer. Like a lot of places guards were left off after repairs. It just seemed there wasn't very much emphasis put on safety those days. IN the case of the grate where Carl had slipped his foot through the bars had been spread for some reason or other and never repaired. I helped take care of him. His ankle was cut deeply in three places.It bled very little considering the wound, maybe it was because of the cement in it. This man never complained. He was one of the nicest men that I have ever met.

Benny Fulton lost his arm when the yard crane tipped over. This particular crane was made to operate only on level ground---there wasn't any at this plant.

The ol' Cement Plant had a lot of bottlenecks. Some departments would have to wait on the next one sorta like playing golf at a very busy golf course. While waiting men would read, play cards, visit other departments, sleep or maybe do absolutely nothing. Some students from school would even do their homework. The Slurry, Kiln, Finish Mills were always busy. Each department had a little make shift office and after the work was caught up there was greasing to do and some cleaning, but then it was boredom. A sign in the Tram shack pretty well summed it up. "IT AIN'T THE WORK, IT'S THE MENTAL STRAIN".

CONTENTED MILK FROM CONTENTED COWS

This story was written from a worker's point of view. I take no credit to being a writer or an author. I hope this story is only the beginning and maybe some day someone will write the history and management side of this Ol' Cement Plant.

Charles E. Rosecrans

It's impossible to find the names of the hundreds of people but here are a few that did work at the Gold Hill Cement Plant and Marble Mountain. They were good honest hard working people, they were our friends.

Adams, Ace
Ahrens, Ken
Albert, Joe
Alsens, Jay
Anderson,Sid
Avena, Charlie

Bagwell, Don
Bailey, Wilmer(3-15-39)
Baker, Fred
Baker, John
Bales, Ed
Bar, Jay
Barr, Ed
Barton, Bill
Bauer, Paul
Belding, Emmett
Bennett, Bruce
Bennett, Homer
Berentsen, Gary
Blair,Joe
Blake, Luther
Boatwright, Willard
Boen, Harold
Boen, Theron
Boice, Don
Bolton, Don
Bornaman, Ralph
Boye, Carl
Boyl, Harvey
Brown, Clyde
Brown,Hosea
Bryson, John
Buchanan, Bill
Buchanan, David
Bull, Oro
Byers, Bill

Callahan,Clarence
Cameron, Doug
Cameron, Leroy
Cannon, Jack
Carter, Charlie
Carter, Frank(8-1-30)
Centers, Roy(7-1-28)
Chaffee, Walt
Chaplin,Jim
Clement,Jim
Clement, Terry
Chisolm, Tom
Christiansen, Chris(1920)
Clegg, Bill
Clyde, Grant
Cook, Alva
Cook, Earl
Cook, Lee
Coulter, Nick
Cramer, Bill

Daily, Frank
Davidson,Lenny
Dotson, Joe
Dorman,
Doughty, Marlene
Drenman, Ivan
Dresback, Stan
Dufur, Kendal
Dungey, Elmer
Dungey, Leroy
Dunn, Charles
Durkey, Jess
Dusenberry,Don
Dusenberry, Robert

Eddings, Fred
Eddington, Johnny
Eddy Janet
Elfrink,Sharon
Emery, Bud
Emery Marvin
Erickson, Gus
Eskew, Roy
Ettinger, Les
Evans, John

Ferguson, Dick
Ferguson, Don
Feorri, John
Fields, Bill
Finke, Al
Fisher, Jim
Fleming, Silas
Fricke, Beldon
Foley, Chet
Foley, Harry
Force, Bill
Fulton, Benny

Gains, Gordon
Gann, Homer
Garrison, John
Gardener, Logan
Gascon, Al
Gascon, Art
Gascon Leonard
Gilchrist, Cleo(2-1-22)
Gist, Harold
Golden, Bill
Gweedy, Al
Gweedy, Pearl

Hangas, John
Harper,
Hassen Herb
Hayes, Hugh
Hendrickson, Sonny
Herman, Charlie
Hillis, Bill
Hixon, Ralph
Hoeft,
Holland, George
Hvsll,Howard

Irwin, Ed

Johnson, Charles
Johnson, Ed
Jones, Sam
Jones, Tom
Jones, Wilford
Jourette, "Heavy"

Kell, Charles
Kell, Clyde
Kell, Leonard
Kellog, Barney
Keneston, Dad
Kile, George
Kile,Lee
Klien, Ted
Kohn, Ken
Kyniston, Ivan
Kyniston, Marvin

Lamb, Kenny
Lance, Floyd
Law, Jim
Lawson, John

Leming, Howard
Lewis, Joe (1917)
Lewis, Melvin
Lewis, Merle
Lingren,Lou
Loughridge, Jim
Lynch,Phil

MacDonald,Bill
Madden, Al
Magerle, Dick
Malloy, David
Malone, Lee
Mang, Herb
Marsh, Willie
Marsden, Lee, Jr.
Marsden, Lee, Sr.
Martin, Jim
Martin, Fred
Martin, "Shorty"
Martineau, Al
Mathews, Frank
McCann, Art
McDole, Marvin
McKay, Dick
McKinney,Buelah
Meunier, "Frenchie"
Miller, "Peanuts"
Milspaugh, Bob
Monka, Al
Moore, Earl,(10-5-22)
Morrow, Bill

Nelson, Freda
Norris, "Dad"
Norris, Gus
Norris, Hal

O'Brian, "Shorty"
Olympiua, Lurton

Palmer, Ken
Pankey, Earl
Pankey, Joe
Parker, Les
Patrick, Jack
Person, Duane
Peterson, Roy
Peterson, Don
Picard, Sharon
Prefountain, Ed
Pryor,Loren
Purington, Cleo

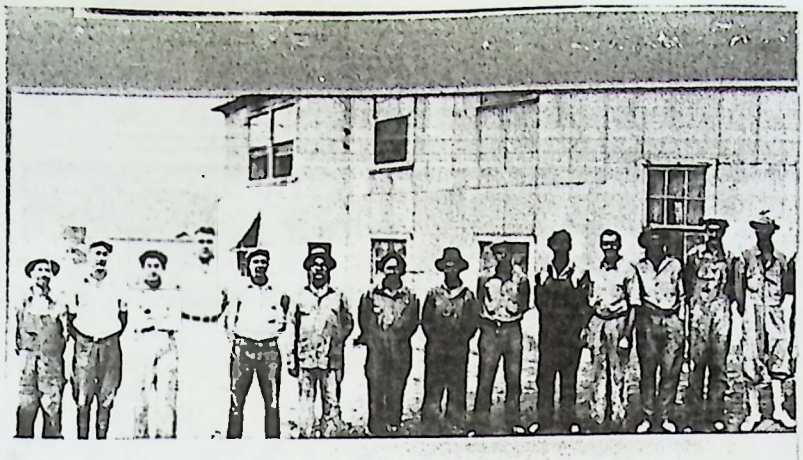
Randahl,Keith
Rasmussen, Bob
Reed, Al
Remmiro, Bob
Renson, Earl
Ritter, Ray (3-1-24)
Robbins, Garald
Robbins, Neil
Roberts, John
Roberts, Neal
Roberts, Paul
Robinson, Dick
Rogers, "Dad"
Rosecrans, "Chink"
Rosecrans, "Doc"
Rosecrans, Jim
Rosecrans, Leo
Ross, "Pop"
Ross, Tony

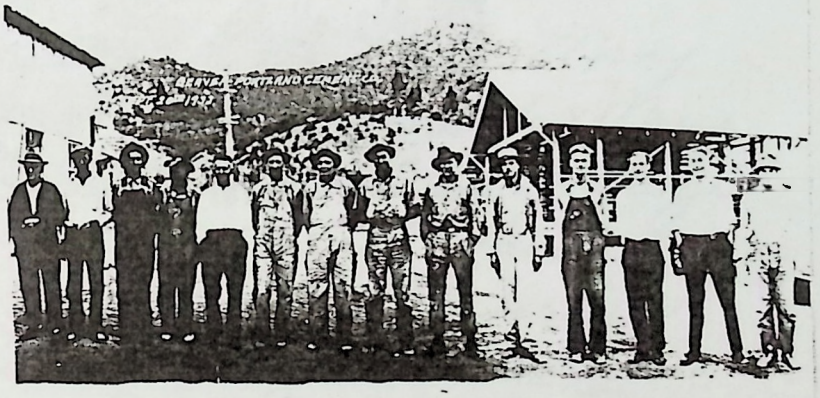
Sandgren, Fred
Sandsness, Don
Sartin, Charles
Sellers, Joel
Shelly, Al
Sherk, Ivan
Slayer, Ralph
Smith, Aaron
Smith, Bud
Smith, Bud
Smith , Dale (5-1-36)
Smith, Delmer
Smith, George
Smith, Ivan
Smith, Neal
Smith, Tom
Springman, LOU
Stone, Fred
Sutcliffe, Frank
Sutton, LeRoy
Sweeny, Don
Strauss, Linda

Taylor, Bert
Tepovic, Bozy
Tepovic, Mike
Thompson, Bill
Thompson, Paul (8-15-30)
Tilley, Burley
Triller, George
Tulare, George
Tygart, Frank
Tyrell, John

VanHouten, Mike
Vincent, Robert
Vollmert, Ed

Walker, Asil
Walker, Clint
Walker, Clyde
Walker, Delos
Walker, Leo
Wallace, Orin
Weaver, Bill
Washburn, Roland
Weshans, Bill
Williams, Clyde
Williamson, Frank
Wilson, Howard
Woolf, Guy
Wright, Alva
Wright, Bill
Wright, Bert





LEFT TO RIGHT

PAUL THOMPSON, JOE LEWIS, FRED EDDINGS, RAYMOND RITTER,
TOM SMITH, POP ROSS, JOE BLAIR, AURELE MEUNIER, BUD SMITH,
ELMER DUNGEY, EARL MOORE, MERRITT DAVIS, CHRIS CHRISTENSEN,
MARVIN EMERY, ROY CENTERS, BUD EMERY, BOSY TEPOVAC,
DAD KENESTAN, SHORTY MARTIN, DAD RODGERS, CLYDE WALKER,
DICK McKAY, BOB MILSPAUGH, FRANK CARTER, LeROY DUNGEY,
LLOYD MILLER, GUS ERICKSON, CLARENCE COOK, LEE COOK,
TOM CHISOLM, BOB COOK, IVAN DRENNAN, TONY ROSS,
GEORGE DORMAN, FRED STONE, BILL FORCE, ALVA COOK,
GUS NORRIS, HAL NORRIS, WILMER BAILY, HUGH HAYES, DAD NORRIS

1898, 2-8-2 Mikado type Consolidation Locomotive used by Pacific Portland Cement until 1954, parked at the plant which closed April 14, 1957.
Photo about 1956 by M. Dale Newton
Courtesy Bert Webber
GHHS-2418 (96.15.1)

Nona + Ray Critten Iris + Theadore Kendall
Opal + Fred Barber Curtis + Alitha Parker
Water Court Josie + Hugh Hayes Carl
Lentz Barber Shop Marge + Jim Martin Irvin
Station Loleta + Milton Steinmetz Virgie + Cl.
Martin Jack Cannon Anita + Joe Blair
Sam + Evelyn Jones Chris + Marie Christensen
Joe Smith Valley Garrison Grist Mill Mrs
Clio Gilchrist Lee + Dorothy Parker Josie +
Bill Force Bessie Henderson Ruth + Joe Lewis
Allen Paul Fred Lewis Charlie Anna Jon +
Daisy West Hazel + Paul Hilderman Joe Parker
Erma + Ray Ritter Jim Rosenberg Mrs White
Frank + Edith Williamson Chet + Lilla Whitsett
Bob + Ada Cook Mike + Bertha Tegner
Virginia + Barney Kellogg Goreon + Herb Mary
Rosie Tegner Sharon + Julia Bow Clyde + Mary
Kill Gladys + Harold Robbins Carl + Ina Rye
Lee + Virgie Marden Ernest + Kenneth Lamb
Woodrow Shafers Barber Shop Ted Kaserane
Helen + Al Finke Rob + Lilly Rosenberg
Charlie + Millie Kaserane Josie + Lee Meade Jr.
Alta + Jim Clement Bill Moore Irvin Linton
Leroy Sutton Jerry Clement Frank + Ette Carter
Goldie + Harry Foldy Charlie Carter Cyrus Flemming
Frank Sally Ed Pfountain Elsie + Bill Force
Daisy Gilchrist Charlie + Katie Kaserane Ed +
Helen Shoemaker Ida + Bill Fields Ety +
Roland Miller Beverly + Roland Washburn Carl
Ruth Hamm Grocery Store Charlie + Josie Hansen

Drake Variety Store Pearl & Bill Ferguson Laura &
Elmer Kluegel Charlie Kell Auto Repair Ida &
Earl Cook Mabel & Dale Smith Dorothy & Ray
Eskew Jay Ross **The** Penny & Bill Wright
Viola & Earl Moore Rilla & Al Knudson
Chet Foley Lee Foley Blanche & "Spud" Merriman
Belle & Tom Smith Irene & Eric Copen Hall Sta.
Vernon Gatenby Jim & Alvin Mayle Mary &
George Berman **Gold Hill** Ada & Jack Tilly
Leroy Cameron Frank & Paul
Egbert Pearl & Myles Walker Texaco Station
Mary & Wilmer Bailey Whitmore Variety Store
Jack & Edna Cagwell Market Gold Hill Island
Pop Ross **Cement Plant** Mick &
Bill Wright Violet &
Olive Cook Shorty & Edith O'Brien Norman Kiehl
Gold Hill Market Cape Chicken Dinner & Dance
Floyd & Catherine Lance Dick Robinson Mon
Morrow Hardware Ben Faulton Shoemaker
Barber Shop Doug Cameron Laura & Clyde
Walker Virgil Crabb Auto Repair Earl
Lentz Barber Shop Gibe Bucker Mary Lee
Billy & Jess King Ruby Robinson Mable &
Merrit Davis Ray & John Eddington Edith &
Lee Malone Gold Hill Hotel Betty & Paul
Mallory Auto Court Mildred & Harry Newman
Earl Washburn Beauty Shop Jon & Ma Robinson
Evelyn & Paul Thompson Lottie & Jack Frost
Parkhurst Patime Billiards Mr Angeles Cafe
Ruby & Vaughn Quackenbush Lee & Alex Kuhles Store